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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

CD NO.

25X1A

COUNTRY Czechoslovakia

DATE DISTR. 26 May 1950

SUBJECT Production of Radar Instruments  
by the Skoda Plant Pilsen**CONFIDENTIAL**

NO. OF PAGES 2

PLACE  
ACQUIRED [REDACTED]

25X1A

NO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO. [REDACTED]SUPPLEMENT TO 25X1X  
REPORT NO.

1. In 1947 and 1948 the Skodova Zavody, Pilsen, built a radar station with several frame aerials at the Pilsen airfield. The station was assembled several times and after being examined was moved to the Brdy forest near Rozmital.

2. An armored train equipped with radar stations made test runs in the area of Pilsen. After each run the train returned to the Skoda plant where it was overhauled.

It was assumed that the new large department under construction in the electrotechnical section of the Skoda plant in Doudlevce (A 50/L 04) is destined for radar production.

Comment: 25X1A

a. The production of radar instruments in the Doudlevce plant, which allegedly was carried on by this plant during the war, was also reported by another source (Czech refugee employed in the plant as electrician up to May 1949). However, as source learned this information only from hearsay he could not supply further information.

b. A second unconfirmed report (June 1948) stated that the Skoda plant in Pilsen allegedly started to construct and assemble 4-meter high radar towers. Thus, only unconfirmed indications are available on the production of radar instruments by the Skoda plant in Pilsen.

c. There is also an unconfirmed report by a Czech refugee (March 1949) that special armored trains are built by the Skoda Plant in Pilsen for the Soviet Union. 25X1X 25X1X

d. [REDACTED] construction of a new workshop in Doudlevce. [REDACTED] believed this workshop was for the production of generators for the aircraft industry.

e. The electro-technical branch of the Skoda plant in Doudlevce, about 3 km southeast of the Skoda plant in Pilsen and about 2 km south of the Pilsen main railroad station, had a work force of about 2,500 men in May 1949. Work was done in three shifts. However, the full shift force was employed only in the daytime, while about 75 percent of the shift detail worked in the second shift and an even smaller force in the third shift.

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f. The Dondlevoe Plant produces generators, transformers, electric locomotives, trolley buses and motor rail cars.

Early in 1949 production was hampered by a shortage of nonferrous metals and insulation material. This shortage probably has not been overcome.

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